Old Dartmouth
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Dr. and Mrs.
Graham A. Barden

A
[1]

Bedford toward the western Islands

Remarks on board Tuesday June 26
these 24 hours begins with strong winds
the 2d pt ship steering SE middle part more
moderate Latter part light airs from the
westward all hands employed in ships duty
Lat 35-19
Longitude 60-52

Remarks on board Friday June 29 1838
these 24 hours begins light airs from the
westward steering SE middle part fine weather
and light airs from the southward and
westward Latter part strong gales
with all sail set to the best advantage
Lat 65-19

Remarks on board Saturday Longitude 56-58
June the 30 1838
these 24 hours begins with light
winds from the SW steering East with
all sail set at 6 PM lowered the boats
to practice the crews at 9 took up the boats
up and stood on our course middle and
latter part much the same all hands
employed in ships duty Lat 96 48
Long 53 28

Remarks on board Sunday July the 1
these 24 hours begins with strong breezes from
WSW fine weather steering East with all sail
set middle part saw black fish lowered
the boats but did not strike Latter part
much the same Lat 35-45 Long 50 W

Remarks on Board Monday July the 2 1838
these 24 hours begins wind west light
sky overcast with some rain at 6 PM
lowered down the boats to practice the crew
middle part cloudy weather wind from E to
E by S part thick Latter part Lat 47-5-5

Lat

On Board Ship Amethys New

Remarks on board Tuesday July the 23 1833
these 24 hours begins with Light winds
and pleasant wether Ship heading East
middle part squally with some rain
latter part fine weather mind down
the southard Lat 35 12

Remarks on board Wensday July the 24
these 24 hours begins with pleasant
weather and light winds from the
S W middle part light winds from
the S S W ship heading East all hands
employed in ships duty Latter part
wind and weather moderate ship heading
E by S by East with all said set to the best
advantage Lat 36-47

Remarks on board Thursday July the 25
these 24 hours begins with light airs and
pleasant weather ship steering East
with all sail out middle part cloudy
weather with light breezes and from
the S W Latter part light winds and
pleasant weather at 10 AM saw a bale
of cotton lowered down the burboard
and took it on board took up the boat
again and stood on our cours employed
employed in ships duty so ends
Lattitude 38 15
Longitude 48-07

Remarks on board Friday July the 26
these 24 begins with light breezes from the
S S W at 2 PM saw a school of killers
lowered the boats but could not strike
middle part fine weather with pleasant
ship heading E N E wind and
Latter part much the same
Lat

Bedford toward the westrn Island

Remarks on board Saturday June
these 24. Commences with fresh gales
from the W S W ship steering E by
at 1 P M saw a sail on the Starboard
beam steering into the W by S middle part
strong breezes from the westward at 6 o'clock
AM saw a brig steering E by S at 9 AM
set the mainsail all hands employed
in ships duty Lat 39=30 Long 38-14

Remarks on board Sunday July 7 &
these 24 hours Commences with fresh
gales from the westrd ship steering
East by S with double reefed Mainsail out middle
part strong winds with squalls of rain Latter part
our portion fine weather first breezes from
the W by S steering E by S on this day
Lat by obs 38=29
Longitude in sound 68-

Remarks on board Monday July 8 1
these 24 hours begins with strong winds from
W by W with all sail set steering East by South
middle and latter part wind and weather
much the same at 8 AM spoke the commodore
of sag harbour at daylight made all sail so on
Lat 38=50 Lon 62-1

Remarks on board ~~Sunday~~ Tuesday July 9 1
these 24 hours commences with strong
Breezes from the W by W with fine weather ship
steering with all sail set at sun set took in
sail to close reefed sails and on the wind
to the southward middle strong winds from
the W by W at 12 midnight wore ship to the N W
at daylight saw at 6 AM about 4 miles ship
S the NE at 8 AM saw the land bearing north 8
a sail in shore bound off and on to end
Lat 39 34 39 5

Ship Amethyst Edwin Rennard master from

Remarks on board Wednesday July 4th 11th 1838
these 24 begins with light winds from the
west south west accompanied with fine weather
ship steering E by S at 5 PM heading more
off S.E. saw a ship steering the same course
middle part wind and weather much the same
at 10 AM spoke ship Shenandoah of Mystic
and the address Seaharbour Latter part
fine weather employed about ships duty
Lat 38 43
Longitude 29=30

Remarks on board Thursday July 5th 12 1838
these 24 hours begins with light winds from the
W S W ship steering South East at sun set took in
sail to double reefed topsails middle part brisk
winds from the W S W ship heeling by the wind
middle part thick and overcast more ship at
2 AM at day light saw three ships at 8 AM
saw the land lowered the boat and went on
shore Latter part the same no obs this day

Remarks on board Friday July 6th 13 1838
these 24 hours begins with light winds
from the South W ship heeling a lee on
at fayal middle part light winds and
thick weather tacked ship at day light
and stood in shore Latter part the same
no obs this day

Remarks on board Saturday July 7th 14 1838
these 24 hours begins with light winds from
the S W at at 8 AM saw pic and lowered
the boat and went on shore middle part
fine weather at 6 o'clock received on
board more wood and water Latter part
fresh breezes at 6 PM light airs off S.E. course
these Latter part the same Lat 38 53
24 hours Longitude

New Bedford towards the westerin Islands

Remarks on board July the 15 1838
these 24 hours begins with pleasant weath
and light winds from the N W at 8 ship
steering E. at 6 P M saw 2 ships the calm
and the remainder middle part light
winds and fine weather latter part mo
the same at daylight saw same ships
lowered the boat and went on board
and had a regular drunken gam 20 ends

Lat 38 34
Longitude 26 55

Remarks on board Monday July the 16 1838
these 24 hours commences with light wind
and pleasant weather ship steering E by S at sun
set took in the topgalant sails and hauled by the
wind middle part light winds and foggy wea
latter part much the same at daylight kept
her E by N all hands employed in breaking out

Latitude
Longitu

Remarks on board Tuesday July the 17 1838
These 24 hours begins with light winds
from the westard at 4 o clock P M saw
sand & mackrel part came at daylight saw
grampuses and porpoises latter part
fine weather and light winds 20 ends

Lat 37-55
Long

Remarks on Board Wednesday July the
these 24 begins with calm weather
saw the land middle part fine weath
and a light breeze from N E and N E
latter part saw porpoises and grampuses
fine winds ship steering S S E with
main set all hands employed in ships du
20 ends these 24 hours Lat
Long

Ship Amethyst New Bedford Owen Renard

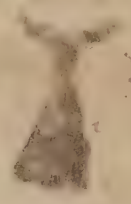
Remarks on board Thursday July 18 1838
these 24 hours begins with strong winds from
the N E ship steering S W middle part thick
and overcast weather wind from the S E
set the main royal and flying jib at day
light take them in again latter part strong
breezes from the NE with some rain
Lat overcast
Long

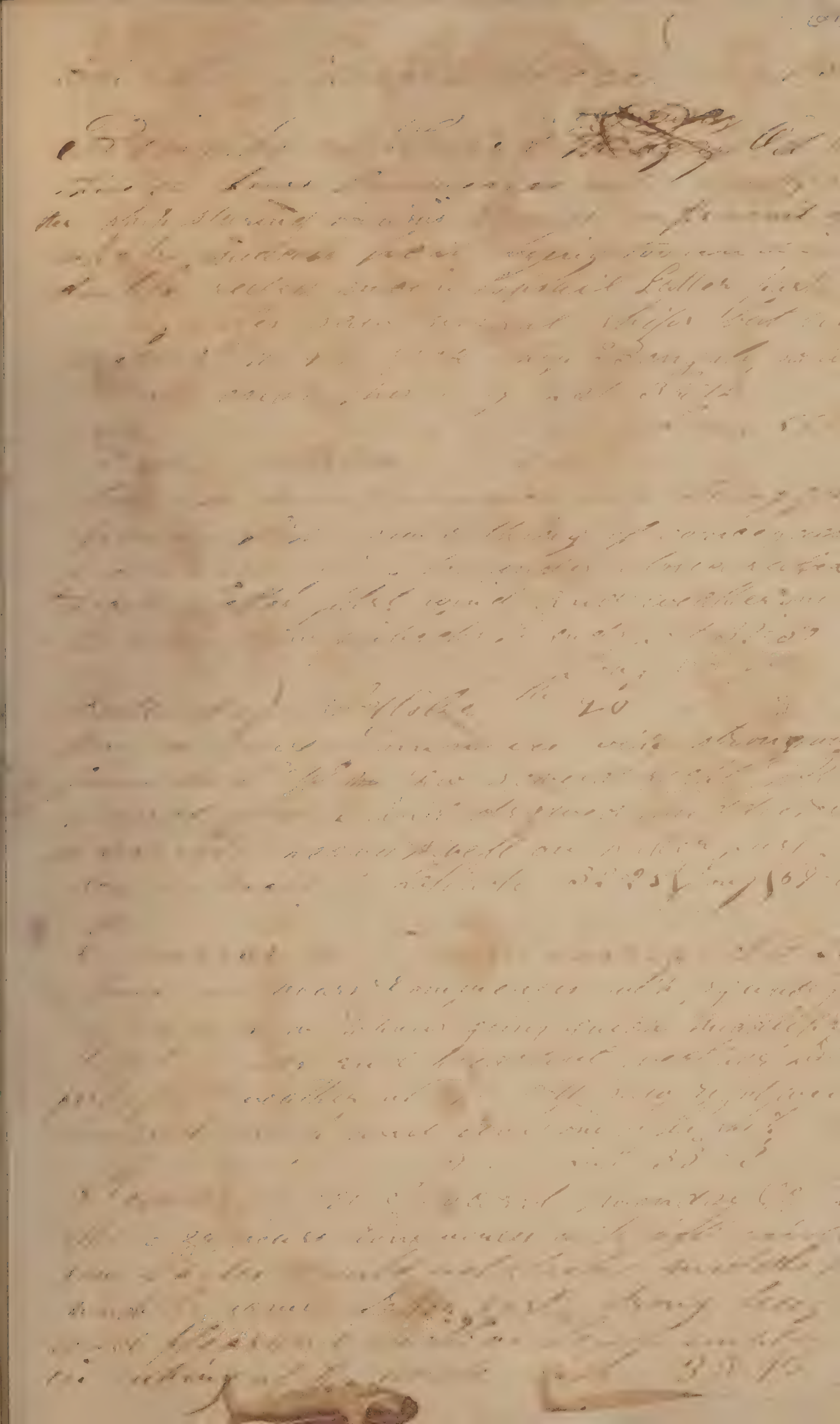
Remarks on board Friday July 19 20
Commences with light winds and rainy
weather ship steering S W with all sail
set to the best advantage at 4 PM saw
sail steering S W middle part squally
with rain latter part thick and overcast
weather all hands employed in mending
new running rigging so ends these 24 hours
Latitude 35 00
Long 74=10

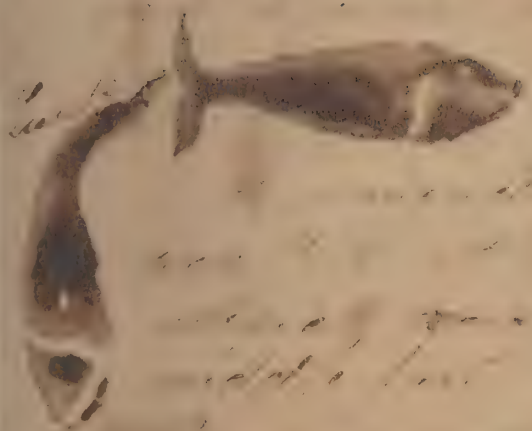
Remarks on board Saturday July the 21
this 24 hour begins with fresh gales from
the N E ship steering S S W with all sail
set middle part light winds and cloudy
weather wind from the N E with all sail
set latter part fine with light winds
set the foretopmast studdingsail and saw
a sail the last watch not got sun Lat 30=34
Longitude 25:15

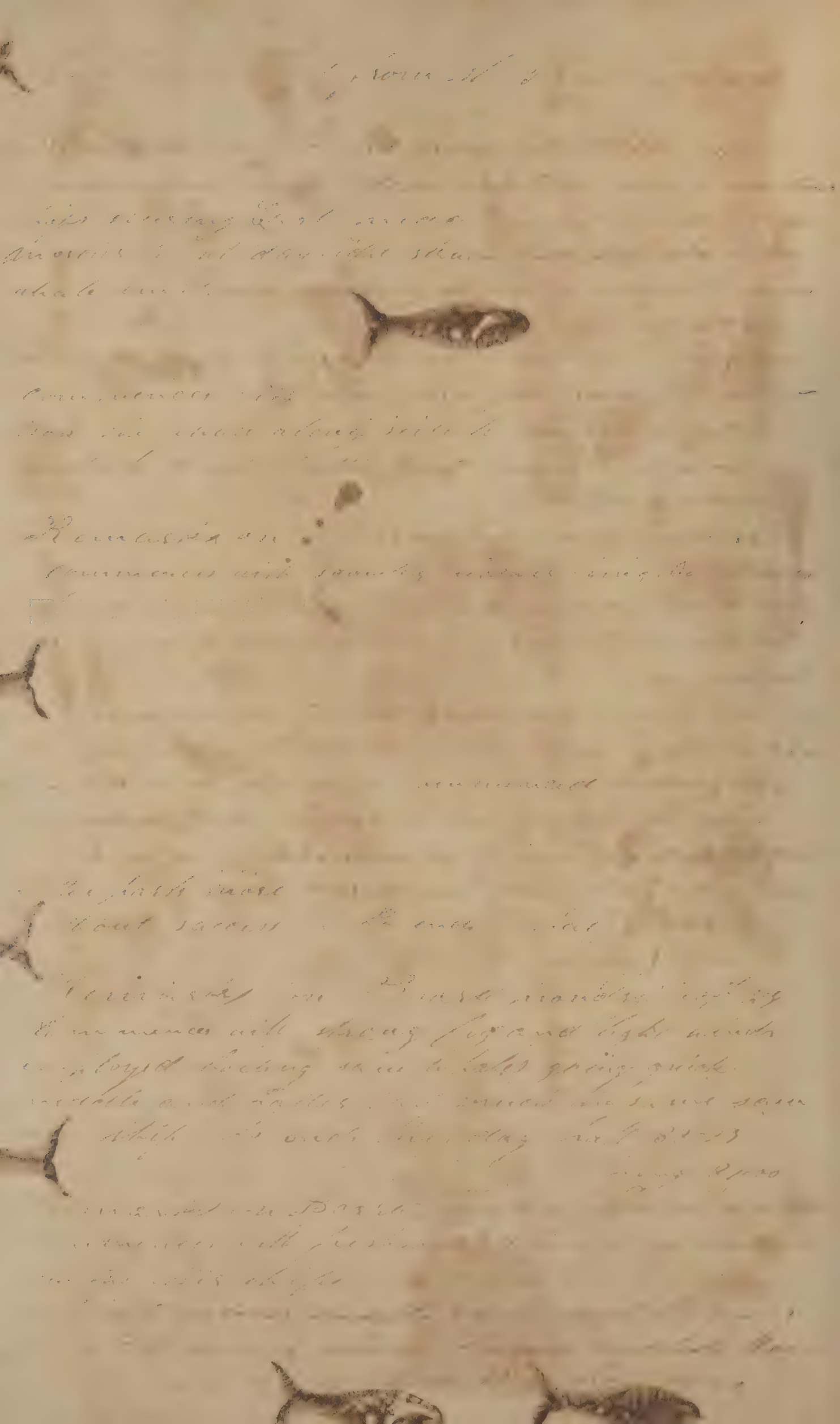
Remarks on board Sunday July 22
these 24 hours begins with light winds
from the N E ship steering S by west
middle part light winds from the NE
all hands employed in ships duty
latter part cloudy weather with some rain
ship steering S S E with all sail set at 4 PM
saw a sail so ends these 24 hours Lat 29-30
Long 25-00

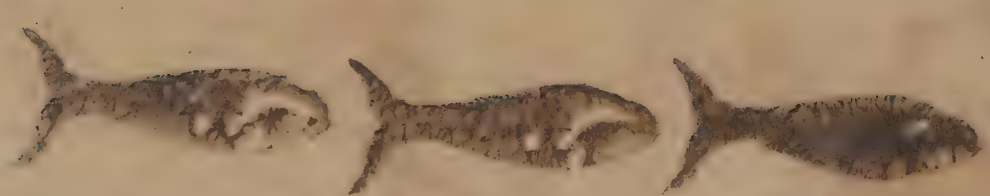
Master Bowers steered the Marine Glass











Remarks on Board Sunday [illegible] 1839

[illegible] commences with pleasant weather [illegible]

Remarks on Board Sunday [illegible] 1839
[illegible] with light winds and pleasant weather
[illegible] employed mooring [illegible]
[illegible] much the same [illegible]

Remarks on Board Monday [illegible] 1839
commences with strong gales [illegible]
[illegible] and [illegible]

[illegible] Tuesday [illegible]
[illegible] commences with strong gales and overcast
[illegible]

[illegible] on Board [illegible]
[illegible] with strong gales and squally
[illegible] same [illegible] part more moderate
[illegible] gales [illegible] too high to go
[illegible] and thirty

[illegible]

[illegible] on Board Friday [illegible]
[illegible] rather unsettled
[illegible] and heavy at 12 AM
[illegible] the weather
[illegible]

Leavin on at the Bluff

commences with fine weather
middle and latter parts the same

commences with strong winds and fine
middle and latter part the same
saida number of right whale

commences with
and latter parts the same

commences with
negative all came from the
Latter parts uncertain weather.

Commences with light winds and fine

Boats not out

Remarks on Board Wednesday July 31
Commenced with fresh Breezes and cloudy
middle and latter parts in continuance

Remarks on Board Thursday August 1
Commenced with light winds and fine
weather middle and
latter part the same

Remarks on Board Friday August 2
Commenced with light winds and fine
weather middle and latter part
mixed and weather mixed the same

Remarks on Board Saturday August 3
Commenced with light winds and fine
weather middle and latter part
mixed and weather mixed the same

Remarks on Board Sunday August 4
Commenced with light winds and fine
weather middle and latter part
mixed and weather mixed the same

Remarks on Board Sunday ...
commences with ... fresh ...
middle and latter ...

Remarks on Board Monday ...
commences with ... fresh ...
sent the boats on shore ...

Remarks on Board Tuesday ... 59
Commences with fresh gales from the S ...
middle and ...

Remarks on Board Wednesday ...
commences with ... gales ...
...

Remarks on Board Thursday ... 59
Commences with strong gales ...
...

Remarks on Board Friday ... 59
Commenced with strong gales ...
middle and latter part ...

Remarks on Board Saturday ... 59
Commences with strong gales ...
middle and latter part ...
sent the boats on shore ...

Remarks on Board Sunday ... 59
Commences with ... gales ... and
latter part ... sent the boats on
shore ...

[illegible] Tuesday [illegible] Pleasant
[illegible]

Remarks on Board Saturday Aug 20th
Commences with fine weather & ends
much the same

Remarks on Board Sunday Aug 21st
Commences with light winds & fine weather
and ends the same with middle and latter
part the weather unpleasant cutting

Remarks on Board Monday August 22d
Commences with light winds & fine weather
middle and latter part Squalls

Remarks on Board Saturday August 31st
Commences with light winds & fine
weather & ends with [illegible]
Latter part the same

Remarks on Board Sunday September the 1st
Commences with light breezes and fine weather
& ends Middle and latter parts wind and
weather much the same to Ends

Remarks on Board Monday Sept 2d
Commences with light breezes and fair weather
Middle and latter parts in continuance to Ends

Remarks on Board Sunday Sept 3d
Commences with light breezes and pleasant
Middle and latter part in continuance to Ends

Remarks On Board Wednesday Sept 24th
Commencis with strong breezes from [illegible]
[illegible]
[illegible]
[illegible]

1805

of pain Middle and latter parts.
Light breezes and pleasant weather So Ends

Middle and Latter parts in Continuance So Ends

Ends On Board Saturday 2 Sept the 7th

Ends On Board Monday Sept the 9th
with light airs and calm with fine
the and latter parts in Continuance

work the same Employd in Ships duty

Remarks On Board Friday Sept the 13th

Latter parts weather much the same So Ends

Remarks On Board Saturday the 14th

Commences with light Breaze from the Southward

Struck and killed him at 6 took him alongside

Remarks On Board Monday the 16th

Commences with the light airs from the Northward with

At 6 Town calm Boats out &c So Ends

Remarks on Board Monday Septr the 23

Lat^s per Obs^n 5° 5' Steering as E with all sail set

Long^d by Obs^n 175-48

Remarks On Board Tuesday Septr the 24th

Middle Part^s wind and weather much the

Long^d by Obs^n 178 00

Remarks on Board Wednesday Sept^r

Middle more moderate Latter Part^s fresh breeze from

E at daylight made all sail at 8 A^M saw 2 right whales

Long^d 178-50

Commences with fresh Breezes and fine weather from

Steering as E with all sail set saw Plenty of Fin Backs

Long^d 175 12

Middle at 7 A^M

Remarks On Board [illegible]
Commences with fresh breezes from the S[illegible]
[illegible] Whales and [illegible]
struck and sunk one the Addison [illegible]
[illegible] and the [illegible]
[illegible] one sunk at noon took the other along side So End

[illegible] Sunday Septr 8th
Commences [illegible] and pleasant weather cut
in the whale and at 1 Lowered for more without success
the Addison got a mate Middle and Latter parts calms
[illegible] cut at Noon finished cutting So End

[illegible] Monday Sept the 30th
[illegible]
[illegible] 25 years after being the most part of
[illegible]

Remarks On Board Tuesday October the 1st
Commences with Strong Breezes from the W[illegible] with
[illegible]

[illegible] Wednesday Oct the 2d
[illegible] and the same middle and the same

Remarks On Board Thursday Oct the 3d

Commences with fresh breezes and fine weather
from the Southward and westward with a large sea
from the Eastward with a large sea on Middle
Ground Shoals we had weather until the
afternoon at Daylight began to set in Squally
and began to Stand on So Ends

Remarks On Board Friday Oct the 4th

Commences with [illegible] and fine weather
from the Eastward with a large sea on Middle
Ground Shoals we had weather until the
afternoon at Daylight began to set in Squally
and began to Stand on So Ends

Remarks on Board Saturday Oct the 5th

Commences with [illegible] and
[illegible] at Daylight [illegible]
[illegible] afternoon at 4 [illegible]
latter part strong gales and [illegible]

Remarks on Board Sunday Oct the 6 1850

Commences with strong gales and heavy squalls
[illegible] at 4 PM hard [illegible] squalls and [illegible]
[illegible] at Daylight [illegible]

Remarks on Board Monday Oct the 7

Commences with light winds from the Eastward
[illegible] at 4 PM [illegible] at Daylight
light airs saw plenty of whales [illegible]
Standing down saw 2 ships

Remarks on Board Tuesday Oct the 8 1850

Commences with light winds from the Eastward at 4 PM
[illegible] at Daylight light airs saw plenty of whales
[illegible] saw 2 ships
[illegible] at 4 PM [illegible]
[illegible] at Daylight [illegible]

Remarks on Board Ship

Middle Wind Latter part fresh Breezes and cloudy

Remarks on Board Thursday Oct the 17th

Commences with strong Breezes

more insight

Remarks on Board

Commences with strong

Remarks as Place at 6 took up the

Under Sail and Middle and

Remarks On Board Sunday Oct 20th

Middle and other parts more moderate all day

The boats at the Island again without success

Day's Run 53.50

Remarks On Board Monday Oct 21st

Middle and other parts

Remarks On Board Tuesday Oct 22nd

Day's Run 133.00

Remarks On Board Wednesday 23rd

Middle and other parts more moderate

Remarks On Board Thursday Oct 24th

Wednesday the 16th 1785

These 24 hours commences with brisk winds and pleasant weather

Variation 3/4 of a Point Easterly

Remarks for the Twenty four hours

These 24 hours commences with brisk winds and fine weather

at 2 AM set all sail

After fast weather and Squalls

Variation 1 point Easterly

Commences with light winds and fair weather at 7 PM Hauled the

Middle part light variable winds at 3 AM Hauled again to

other part light

Remarks on Board Ship [illegible]
These 24 hours Commences with

Middle part with variable and fair weather at 3 AM hauled a short sprout

Remarks on ... &c

2	7½ S	E	these 24 hours commences with
4			...
6			
8			Middled part weather much the same
10			
12			Latter part light winds employed making
			...
12	2		the Bearings of Cape Horn S 48 E

Distance 2980

December 1

Remarks ...

these 24 hours commences with ... and ... latter part the same ...

Latter part the same ...

99:30:45 0:0:23 10:41 14900
77:20:45 66:19 11:15 03078
79:20:30 66:53 10:38 7796975

...

80 00
96 35
10 81
185 00
78:33
1:27

79:14:23
99:13:00

... 00 1/100

Remarks on Board Monday December 2 1844

These 24 hours Commences with light winds and fair weather

Middle part light wind and rainy

Remarks on Board Tuesday December 3 1844

Commences with calm weather

Middle part light winds and fair weather

Latter part strong winds and rainy at 4 took in the main top gallant sail at 7 AM double reefed the top sails

Long

Remarks on Board the Way, Dec 5

These 24 hours commences with strong breezes and squalls at times middle part much the same Latter part more moderate let the reefs out of the main Top sail

Remarks on Board the Way, Dec 6

Course	Winds	Courses	Distance	Diff Lat	Diff Long	Lat in	Long in
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Remarks on Board the Way, Dec 7

Course	Winds	Courses	Distance	Diff Lat	Diff Long	Lat in	Long in
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Remarks on Board the Way, Dec 8

Course	Winds	Courses	Distance	Diff Lat	Diff Long	Lat in	Long in
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Journal Board Ship Cape Horn

6	7	Knots	East	Remarks on Board Saturday Dec 7
2	7½	SW	ESE	Commences with strong winds and
4	7			squalls and hazy weather at 2 PM Made
6	7			all sail middle middle part fresh winds
8	7	SSW	ESE	at 2 PM Reefed in the main topsail
10	7			and double reefed the fore topsail
12	7½			Latter part wind and weather the same
2	7½			
4	10½			the Bearings of Cape Horn Saturday 7 PM
6	9			

10	Course good	ESE	Dist Lat	Dep	Dif Long	Lat in	Long in
12	10	221	164 m	211 m	315	46:04	130:15
	ESE East		South		East	South	West

2	8	ESE	Remarks on Board Saturday Dec 7	
4	8		Commences with strong winds and	
6	8½		fair weather middle part somewhat	
8	8½	East	overcast set the Fore topgalant sail	
10	8½		and fore topmast studdingsail	
12	8½			
2	8½	ESE	Latter part fair breezes and fair weather	
4	8½			
6	7			
8	8			
10	8		Variation 24 Point South westerly	
12	7½	ESE	By Bearings of Cape Horn Saturday 7 PM	

Course good		Dist Lat	Dep	Dif Long	Lat in	Long in	Distance
ESE	71	58 miles	180 miles	207 m	46:58 S	125:56	232
ESE ¼ E	miles	South		East	South		

3	ESE Fresh Gales	Remarks on Board Sunday Dec[r] 8					
4	8	[illegible]					
5	8	overcast.					
7	8	middle part took in the flying Jib					
11	8	[illegible]					
12	8						
1	7½ E by S						
2	7½						
3	7½ E by S	Latter part wind and weather much the same					
4	7½						
		[illegible]					
Course	E ½ S	Diff Lat	Dep	Diff Long	Long in	Lat in	Distance 208
186		45 miles S	180 miles E	260 E	121-36 E	49-15 S	

12	ESE Fresh Gales	Remarks on Board Monday December 9th					
1	7½ E by S	Commences with brisk winds and fair weather					
2	7	at 8 before 6 got Bonnet and flying Jib					
10	6 E by S	middle part wind and weather much the same					
12	5	at 8 AM took in the flying Jib at 9 set it again					
2	8	latter part thick overcast weather					
4	7 E by S	[illegible]					
8	6 ESE						
	6						
		[illegible]					
Course E by S ½ S		Diff Lat 44 S	Dep 160 E	Diff Long 257 E	Long in 121-51 E	Lat in 49-37 S	Distance 1730 miles

At noon Cape Lizard N by E 8 Leagues distant
Ship steering South by East with all necessary sail
Our Ship leaks about 1500 strokes in 24 hours
She is very deep and the water continually rolling
[illegible]
the middle very great and heavy swell heaving

Master's Journal of Voyage of Cape Horn 1859

Winds	Courses	Remarks on Board Tuesday Dec 6th 10
		commences with brisk winds and fair weather past the main top gallant Portuguese Man of Wars and birds middle and latter part brisk winds and fair weather So ends these 24 hours
		Latt Observed Long by Chron
		Course Distance Diff Lat Dep Diff Long Latitude in Latitude out Long in Long out Mid Lat Departure Course Distance

Winds	Courses	Remarks on Board Wednesday December
		squally weather
		Middle part mark the same Latter part brisk winds and overcast accompanied with some rain
		Lat Soundings Lat Hours Lat
Winds	Course	Diff Lat 155 Dep 243 Long 289 Mid Lat 41 35 Distance 1560 miles

These 24 hours brisk Winds & Squally weather with heavy head sea & Rain at times Latter part moderate & fair weather Employed in Setting Sail & Reefing as necessary

Remarks Brisk Winds & Squally weather with heavy head sea & Rain at times Latter part moderate & fair weather Employed in Setting Sail & Reefing as necessary

August 1st on Board the Steamer

Remarks and Observations

Commences with Cloudy weather middle part light winds and fair

Latter part fresh breezes and fair weather set the sails accordingly thick smokey weather saw fish and small fish

Soundings

Course	Dist	Current	Dist	Lee way	Wind	Distance

Remarks on Sunday Aug 2nd

Commences with fair wind and fine weather all sail set to the best advantage middle part strong winds and overcast

Latter part fresh gales and squally at 8 PM took in the Studdingsail and at 9 take in the Lower Studdingsail at which took in the main Top gallantsail and close reefed the fore Topsail at Midnight split the fore

Soundings

Course	Dist	Current	Dist	Lee way	Wind	Distance

Remarks

Sunday 2d 28 hours fresh winds and overcast weather winds from the westward ship steering east by South with the Studdingsail Set and the main Top gallantsail Set fresh gales and squally large swelling sea got a meridian observation and put the ship in the Longitude and by it is at Sydney and Smith

Madras Bound toward Cape Horn 1839

H	K	Winds	Courses	Remarks on Board Saturday Dec 14
2	7	[illegible]	[illegible]	Commences with fresh gales and squally
4	7	[illegible]	[illegible]	weather closed reefed the fore topsail
6	0			
8	6			
10	1	[illegible]		middle part light winds and [illegible]
12	2			[illegible]
2	4			below and a loft
4	5		[illegible]	latter part [illegible] winds and fine
6	5	[illegible]		wether So ends these 24 hours
8	4	West		
10	6			
12	0			

Since the Bearings of Cape Horn S [illegible]

Course	Dist	Diff Lat	Lat	Diff Long	Long in	Dep	Distance
[illegible]	125	[illegible] South	[illegible]	188 East	96-27 East	[illegible] South	[illegible]

H	K	Winds	Courses	Remarks on Board Sunday Dec [illegible]
2	0	[illegible]	South	
4	0		[illegible]	Remarks on board Sunday Dec [illegible]
6	0	West		[illegible]
8	0			some squalls of snow and rain middle
10	5			and latter part much the same
12	[illegible]			[illegible]
2	[illegible]			App Dist 91=05=14 Sun Alt 25=30 Moon Alt 36=33
4	[illegible]			[illegible]
6	4			Ships time 4=33=28 Long 96=00 15 Horz Par 57=44
8	8			Equation 5=44 4 o'clock P.M.
10	8			
12				

Since the Bearings of Cape Horn [illegible]

Course	Dist	Diff Lat	Lat	Diff Long	Long in	Dep	Distance
[illegible] 184	69 S	103	[illegible] E	91 60 [illegible]	[illegible] S		[illegible]

Monday [illegible] Commences with strong winds from the westward and heavy swell on ship steering [illegible] [illegible] [illegible] middle part [illegible] [illegible] latter part [illegible] [illegible] took in the main topgalantsail

Saw porpoises

Log of the Bedford from Reynard

Remarks on Board Tuesday Dec 17

Commences with strong winds and
heavy squalls of rain and snow
the Boat got under the lee of the
Island and remained there
during the night

Remarks on Board Tuesday Dec 17

Commences with strong winds and
heavy squalls of rain and snow
middle part more moderate
the same

Remarks on Board Tuesday Dec 17

Commences with strong winds and
heavy squalls of rain and snow
middle part more moderate
the same
Employed in moderate and fresh
of Lines and set the fore topmast
Staysail and other light sails
the Boat got under the lee of the

Monday Course and Remarks Winds

1			Remarks as last night
2			Commences with fresh winds and fair
4		East	weather set the studding sails
6			
8			
10			
12			Middle and Latter part fresh gales
2			with long squalls of hail and rain
4			took in the studding sails topgallant
6		Calm	sails and double reefed the topsails
8			
10			
12			At Meridian Observed Lat by

Course	Dist	Diff Lat	Dep	Lon in Time	Time
East					
S.E. by E.		52 S	178 E	3'16" E	77°-49' 36:43 304

1			Remarks as last Observed Lat by
2			Commences with fresh gales and hazy
4			weather with rain and hail which ended
6			double reefed topsails from the
8			[illegible]
10			[illegible]
12			reefs out of the topsails and set the
2			studdingsails Latter part the same
4			At Meridian Observed Lat by
6			At Bearings of Diagonal 88 degrees East
8			
10			
12			

Course	Dist	Diff Lat	Dep	Lon in Time	Time
East					
East	171	10 S	324 E	22°-25' 36:43	1 126
		E	East	East	South

	From 12 Noon commences the first
	Middle and Latter part overcast weather and squally
	with Rain Hail and Thunder and Lightning
	at 8 PM Saw a Light to the [illegible]
	[illegible] and at 9 PM saw a Light
	from the Starboard Ship under double reefed topsails
	steering [illegible]

1	Midnight		Remarks on board the Ship [illegible]
2	8	ENE	commences with fresh gales and cloudy
3			with some rain
4		West	and the first part [illegible]
5			struck the reef out of the topsails
6			Last part moist and weather made the
7			same at 10 PM saw the Deigos high land
8			bearing E b S Distance 3 leagues
9			at the nearest [illegible] Cape miles
10			Deigos or Ramirez
11			
12			

Course	Wind	Dist	Lat	Dep	Long	Lat in	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	NbE	101	N	[illegible]	3 12	[illegible]	50 31

1	Midnight	
2	[illegible]	Remarks on board [illegible]
3		commences with [illegible]
4		at 6 PM saw Cape Horn bearing [illegible]
5		20 miles of which [illegible]
6		[illegible]
7		[illegible]
8		[illegible]
9		[illegible]
10		[illegible]
11		[illegible]
12		[illegible]

Since the Bearings at Noon Cape Horn is S 5½ E

Course	Dist	Lat	Dep	Long	Lat in	
	190	177	94	63:64	56 10	3380

Then 24 hours commences with strong winds
from the eastward Ship steering ENE saw Deigos
called the Deigos ran close and passed them
middle part with the same Cape bearing
N b E steering ENE with topsails, latter part
[illegible] and day [illegible] Deigos [illegible]
[illegible] Ship N b E [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

H	K	Winds	Course	Remarks on board [illegible] [illegible]
2	1			Commences with light winds and
4	5	[illegible]		and pleasant weather [illegible] [illegible]
[illegible]	[illegible]		[illegible]	Amherst Island [illegible] Cape [illegible] at [illegible]
6	3	calm		shot a porpoise middle and latter part
8	4			light winds and fair weather at 9 A
10	5			M sent the main top gallant yard down
12	[illegible]	[illegible]		bent a new main topsail hauled in
2	3			the studding sails and braced up the yards
4	3			
6				
8	3	[illegible]		
10	3			
12	2	[illegible]		Bearings of Trinidad is [illegible] East

Course	Dist	Latitude in	Longitude in	Distance
[illegible]	142	24.16	60.42	2060

H	K	Winds	Course	Remarks on Board [illegible] [illegible]
2	5	[illegible]		Commences with fine weather and
4	6		S E	[illegible] [illegible] [illegible] [illegible]
6	6			[illegible] saw [illegible] and [illegible] middle part
8	6			the same some rain Latter part
10	6			light winds and pleasant weather
12	6			[illegible] [illegible] right whales [illegible]
2	4			[illegible] at 8 A M tacked ship to the
4	5			Eastward
6	6			
8	6			[illegible] the bearings of Trinidad [illegible]
10	6			
12	6			

Course	Dist	
[illegible]	92	Latitude 55.08 [illegible] Dist [illegible] Longitude 60.31 W [illegible] 2360

these 24 hours commences with light winds and pleasant weather [illegible] [illegible] [illegible] sun set [illegible] land bore [illegible] Dist 60 miles at 7 A M saw 6 right whales laying like Logs at 4 [illegible] [illegible] [illegible] [illegible] more middle and latter part [illegible] the same saw plenty right whales [illegible] 30 [illegible] these 24 hours

Latitude
53° 30'
Longitude
0° 58' 51"
0° 1' 50"
0° 1' 12"

Remarks on Board Tuesday Dec 14
Commence with light airs from the W
and fine weather Hd in the mid dle
at 1 PM Saw Mill Creek S.E. 1/2 E
distant 3 miles from the nearest
part of the land and saw into the Roads
Off Kingston Steering ship by the middle of the
Entrance of the River of Trinidad S 58° E Dist 2 1/2 miles

Latitude
53° 30'
Longitude
0° 58' 20"
0° 1' 50"
0° 1' 27"

Remarks on Wed Tuesday Dec 15
Commences with light airs and variable
weather ship steering S.E. by E on the mid dle
at 6 PM wind headed us veered to the S.E. and got
getting the main top mast studding sails down
on the starb'd side with last night
Steering ship steering S.E.
Since the Bearings of Trinidad are S 58° East dist

Latitude
53° 31'
Longitude
0° 58' 51"
0° 1' 50"
0° 1' 27"

Remarks on Board Thursday Dec 16
Commences with light airs from the W
and fair weather ship steering S.E. & E with the
wind at mid dle part early
the

Latitude
53° 31'
Longitude
0° 58' 51"
0° 1' 50"
0° 1' 27"

Remarks on Board Thursday Dec 17
Commences with light variable winds and foggy
weather ship steering S.E. & E with the wind
at S.W. part moderate and foggy
Dec 18 Saturday Commences with light winds and
fair weather ship steering S.E. & E with the wind
at S.W. part moderate and
Dec 19 Sunday Commences with light airs from the
S.W. and fair weather ship steering S.E. & E with the
wind at S.W. part moderate and

Eastern Bound Steward Newfoundland 1829

Lat 48:44

Long 5: 40

D. R

Remarks on Board Sunday Sept 6th 1829 Commences with fresh gales from the S.W. & S.S.W. Ship steering W.N.W. sharp on a wind part of the last watch and overcast Latter part strong winds and squally with heavy showers of rain and hail Ship steering as above Middle part strong winds and squally with heavy showers of rain and hail Ship steering as above

Lunar Observation

Dist Sun Moon

198:36:00 48:25 17:05

207:11:00 33:29 37:45

8 [illegible] 45:24 18:52

15 [illegible]

Ship's Time

48:53

60 36

True Dist

10:20:20

69 [illegible]

1 10

[illegible]

Lat 46:06

Long 48:20

Dist 145

" 159

Dep 106

" 145

Remarks on Board Sunday Sept 6th 29 Commences with fresh gales from the S.W. & S.S.W. Ship steering W.N.W. under single reefed main sail Middle part moderate and clear Latter part more moderate and hazy Ship steering as above Middle part strong winds and squally with heavy showers of rain and hail Ship steering as above Latter part strong winds and squally with heavy showers of rain and hail Ship steering as above

Remarks on Board Monday Sept 7th 1829 Commences with fresh winds from the S.W. & S.S.W. and fine weather Ship steering W.N.W. Middle and latter part light winds and fine weather Ship steering as above

Latitude 48:53 Long by obs 48:00

Latitude Remarks on Board Tuesday Dec th 31
[illegible] Commences with light winds and pleasant
weather Course Ch by S employed about
Longitude various jobs, middle and latter
[illegible] winds and fine weather Ship steering S by S
with all sail out [illegible]

Lat Made Remarks on Board Friday Jan y 1 1840
[illegible] Commences with light winds and pleasant
[illegible] weather Ship steering [illegible]

So ends these 24 hours

Remarks on Board Saturday Jan y 2
[illegible] Commences with light winds and
[illegible] weather [illegible]
overcast

Latitude Remarked on Board Sunday Jan y 3
[illegible] Commences with light winds from the
South West Ship steering W W S at 1 PM
Longitud saw a ships under easy sail middle and
[illegible] latter part light winds [illegible]
[illegible] the Ship went up the [illegible]
east and sail do the [illegible] so ends these

[illegible] on Board Sunday Jan y
[illegible] with light winds and fair
[illegible]
Long [illegible]
[illegible] much the same employed about
[illegible] ships duty [illegible]

Remarks on Board Thursday the 9
Commences with light winds and
from the S.E. [illegible]
will all sail pt. middle part more
and cloudy high [illegible]
[illegible] c a.m. 1/2 -
Packed sail to the Eastward -
employed about ship's duty &c ends

Remarks on Board Friday the 10
Commences with light winds [illegible]
light baffling winds from the Westward
[illegible] S.E. with
[illegible] ends

Remarks on Board the [illegible]
Commences with light winds from the
[illegible] Ship heading [illegible]

[illegible] weather employed about [illegible]
[illegible] part [illegible] part [illegible]
[illegible] Ends [illegible] Eastward [illegible]

Ship Amethyst Crew employed in Pilchard Fishery

Remarks on Board Tuesday Feby 1st
Lying at anchor at 2 Fm ft boat at work
and took on shore to another cask
middle and left part fine weather
at day light weighed and proceeded
with the mate. Hoisted returned
boats

Remarks on Board Sunday Feb 2
Light airs and fine weather
Lying at anchor at 2 Fm ft boat at work
and took on shore to another cask
middle and left part fine weather
at day light weighed and proceeded
with the mate. Hoisted returned
boats

Remarks on Board Monday Feb 3
Commences with light breezes from
the eastward ship heading N.E. by E.
with all sail set middle part thick
and latter part light airs and
calm the latter part of the day
light airs and calm

Remarks on Board Tuesday Feb 4
Commences with light airs and
pleasant weather ship heading N
by E with all sail set middle and latter part
light airs and calm ship heading N.E. by E.
with all sail set

Remarks on Board Wednesday
Commences with light airs and

Homeward bound

Remarks on Board Wednesday
Latt
Commences with light winds
Middle part
Long
Lon
Remarks on Board Thursday
Latt
Lon
Remarks on Board Friday
Latt
Lon
Commences with light variable winds

Remarks on Board Monday

Remarks on Board [illegible]

Reynard Notes Commenced Round

Remarks on board ship Reynard during
Emergence with ice and fair
weather employed variously
Noon main topsail and painting ship outside
and first mate and carpenter
first steering middle watch
at 8 AM all employed the remainder
part of the morning and PM

Remarks on board Ship Reynard
Latitude Emergence with ice and fair
24-18 weather employed variously
Noon main topsail and painting ship outside
Long middle watch steering
60-10 part of the morning and
and stopped the engine took in the fore
sail and closed reefs of the main topsail

Remarks Sunday 22
Lat Commences with strong gales and
65-08 more squalls from the eastward
Long at 8 PM set the fore topsail
Noon and hove the ship to under it part
of the gale and squally at other part
63-24 Much the same at daylight kept the
ship off her course and set the
fore staysail at 8 AM set
fore topsail close reefed and
stood on part of the main
topsail stood the gale out

Noon Remarks 23 Saturday

S. p. Amethyst [illegible] Bosford

Remarks on [illegible] [illegible] 18

Commences with fresh gales and [illegible] weather [illegible] [illegible]
Lat [illegible] 17 15 — [illegible] [illegible] under [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] strong winds
and fair weather at [illegible] [illegible] [illegible] the
Lon [illegible] [illegible] out of the topsails and [illegible]
the main [illegible] [illegible] and [illegible]
66 - 05 [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] started
[illegible] and [illegible] [illegible]
so ends these 24 hours
the Bearings of [illegible] [illegible]
Dist 2 30 miles

Remarks on [illegible] [illegible] 24
Lat [illegible] Commences with strong [illegible]
21 - 45 and overcast weather middle part
strong winds and fair weather ship
Long steering [illegible] under [illegible] all
67 35 latter part wind and weather much the
same [illegible] [illegible] spars

Remarks in [illegible] [illegible] [illegible]
Commences with light winds and
Lat fair weather from the South East
[illegible] ship steering [illegible] [illegible] set the
studding sails middle part light
Long winds [illegible] [illegible] [illegible] part light
[illegible] [illegible] winds and squalls from the [illegible] [illegible]
at [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
ship [illegible] [illegible] with [illegible] out
so ends these 24 hours

Round about New Zealand.

Remarks on Board Friday Feb. 24.

Commences with light variable airs and fine weather. Employed in setting up rigging, &c. Middle part light airs and calms. Latter part light winds and baffling. Sounded this day 25 fathoms.

Remarks on Board Saturday Feb. 25.

Commences with light variable airs and fine weather. Employed in setting up rigging, &c. Middle part light winds from the South. Latter part strong winds and squally. Sounded this day 25 fathoms.

Remarks on Board Sunday Feb. 26.

Commences with light variable airs and fine weather. Employed in setting up rigging, &c. Middle part light winds from the South. Latter part strong winds and squally. Sounded this day 25 fathoms.

Come all young men and young maidens [illegible]
attend unto my rhyme
It is of a lovely damsel
she was famed in her prime
She left the flashing revies
famed to all mankind
It was lovely young Caroline
[illegible]

Young Henry was a Highlandman
a courting to her he came
which when her parents [illegible]
they did not like the same
[illegible] they got prudent
[illegible]
[illegible]
[illegible] me to run away

I will go to London fair
and there we will spend
our days with lovely Caroline.
[illegible]
[illegible]
[illegible]

And away went young Caroline
to Edinburgh town.
[illegible]

[illegible]
[illegible]

She cried aloud with tears
[illegible]
so you will break the heart of Caroline
[illegible]

[illegible]

Once a half a year
When cruel hearted Henry
Roved most severe
Says Henry I'll go to sea
[illegible]
Sailing your way without delay
Back to Edinborough town.

The fleet is getting out
And to Spithead dropping down
And I will join the gallant fleet
To fight for King and Crown
The gallant Turks shall feel no fears
Tho in the waters be drowned
So I never shall return again
Back to Edinborough town.

Many a day she passed away
In sorrow and despair
After she has once like roses
Were grown like the lillies fair
She cried for her Henry
And often times did mourn
Saying and the day that I [illegible]
[illegible] town.

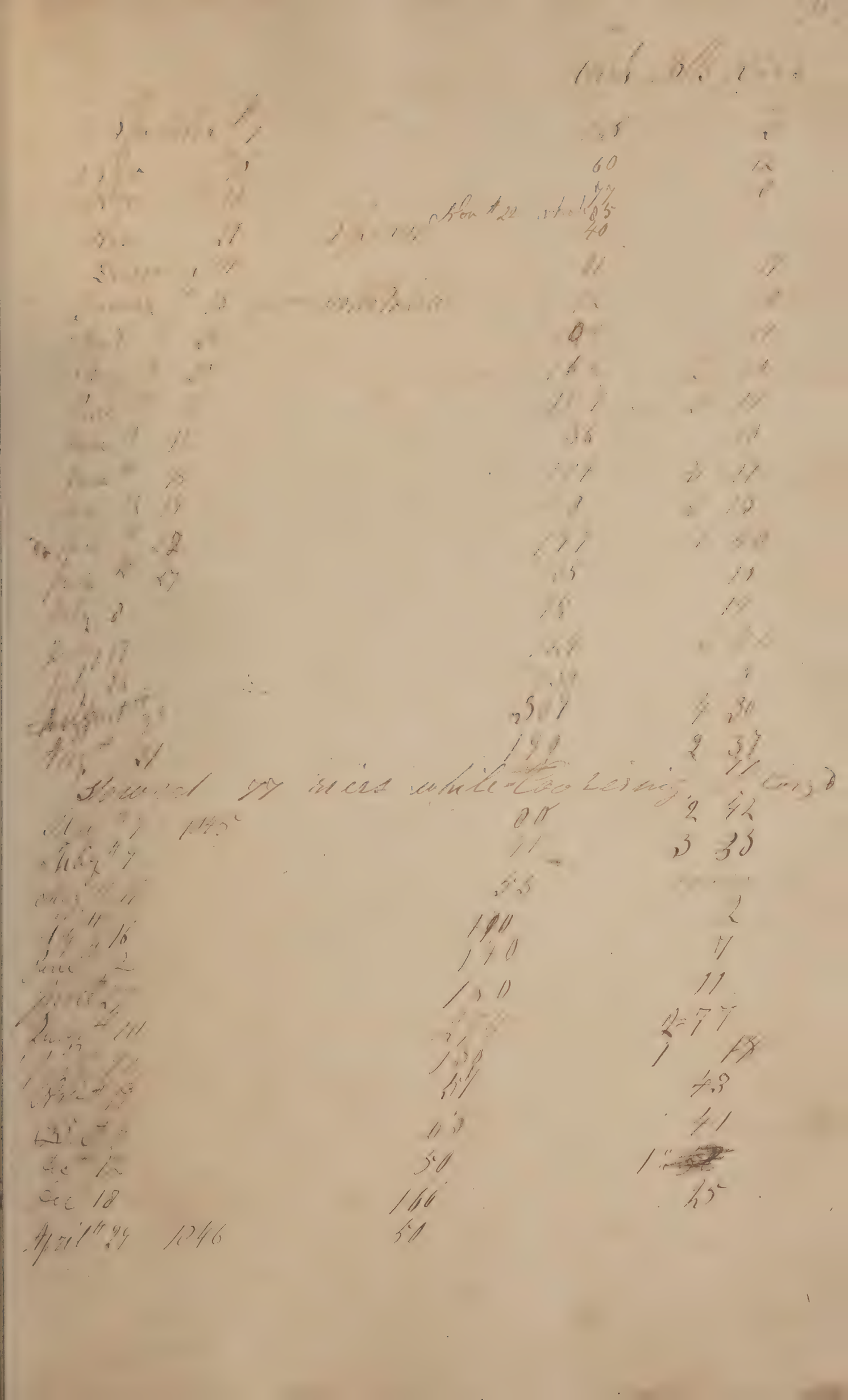
Composed with gasp without relish
This damsel did go
Into the woods to eat such fruit
As on the bushes grew
Some strangers would pity her
And some would on her frown
And some would say why did you stray
From Edinborough town.

Under neath the lofty spreading oak
The maid sat to espy
The watching of the gallant ships
As they were passing by
She gave three shrieks for her Henry
And plunged her body down
And away floated young Caroline
Over the waves so brown.

And in the note a lock of hair
With the words I am no more
But just asleep and in the deep
And the fishes are waltzing around
Where lonely young Caroline.

Under the waves.

From all our hearts we thank you
For the great pleasure
We are sure to see
Your name in print
Your loving friends
Your sincere friends
Your friends ... 1911



Book Returned Weeks

25 dollars and 21 grotts for men
to Tuesday June the 20

51 dollars 7 grotts for men up to
Saturday June th 27

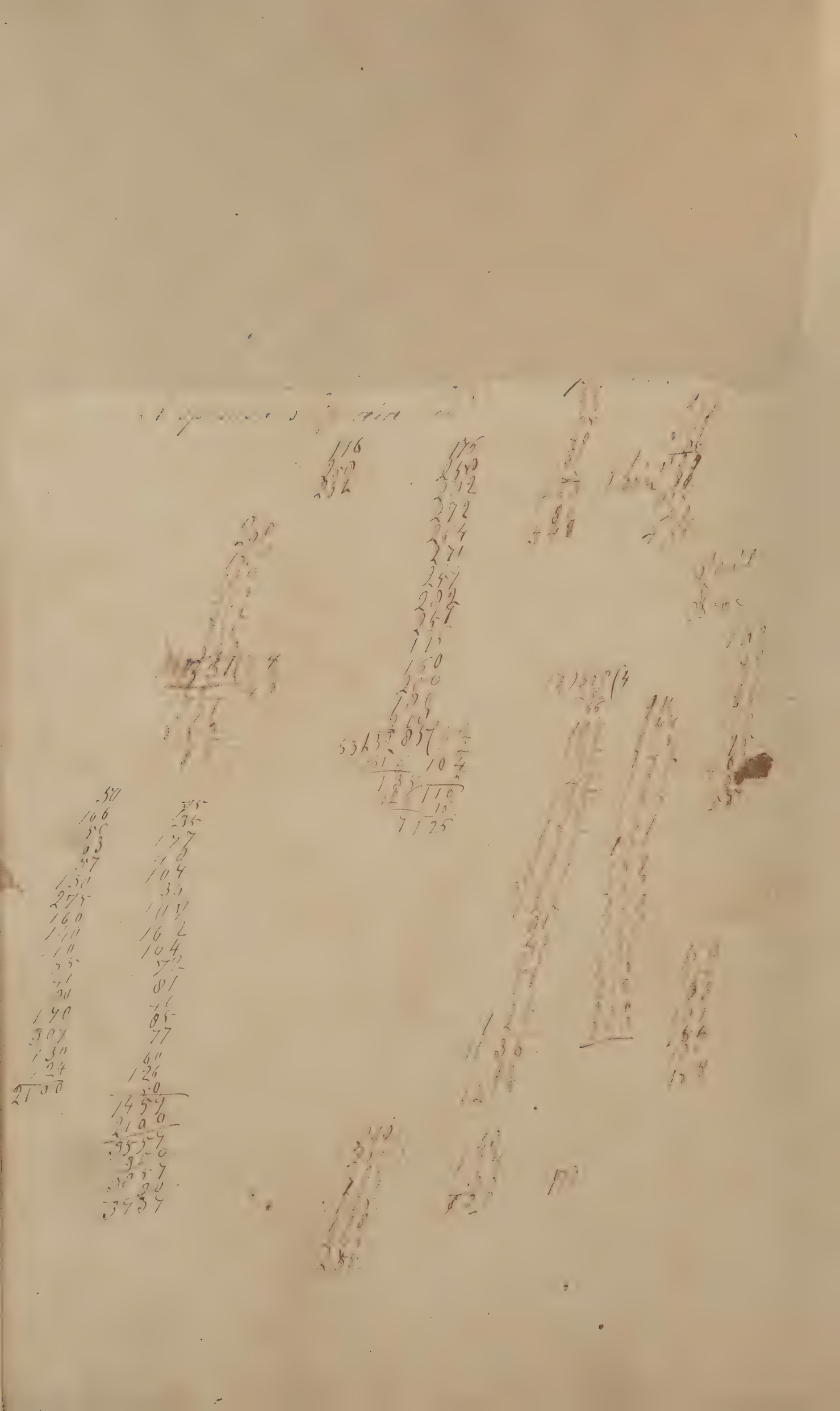
26 dollars 64 grotts for men up to
Tuesday July th 4 th
7 dollars 36 grotts for Cooking 10 days
Bill to the Blacksmiths 2 $ 68 grotts
8 $ 48 grotts for men up to wednesday
July th 8

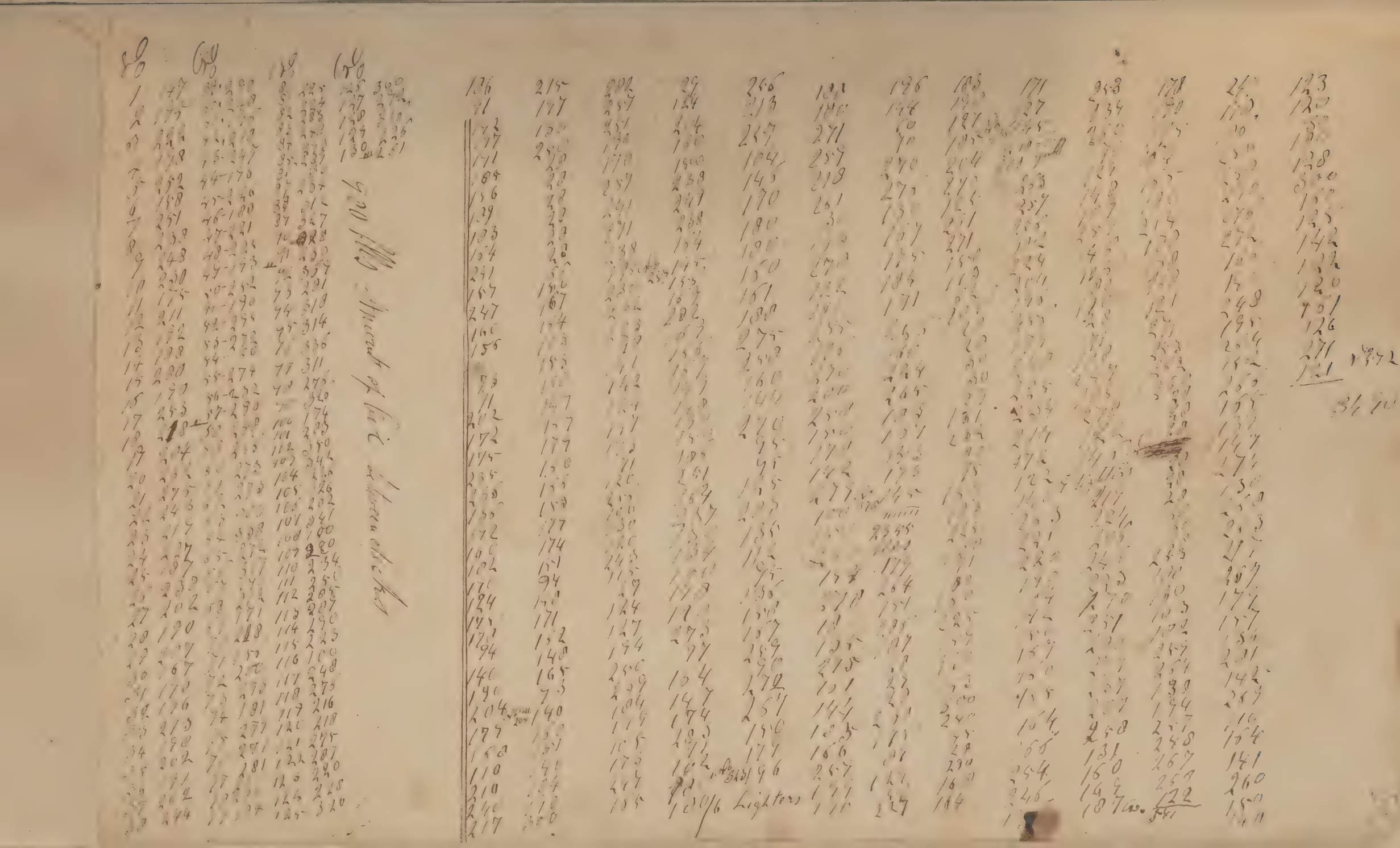
[illegible]		40 grotts.
to Cost for young Cows	1	
do for Cooking utensils	1	
do for Board 1 dollar and 24 grotts	1	24
do for Coopers. for Days 54 grotts	7	54

Plans & specifications & copy of form of
Notice given after first & finals on top of
each pile & more depths of pierwork &
stones in the bays Label thereof & the after bays
in the groundsheets

In Plymouth September 12 1871

[illegible] ... £ 10
6 to 1 Pier ... 2
[illegible] ... 5
2 Piers to [illegible] ... 50





Libel: Manifest Port Wyan
Basis: Instruct to

From the following Table
find to the Apparent Dist
the Correct Distance by
the Altitudes in the left
the Apparent Distance at
which is found at the top
of the Page
nal Log of the Brow[n]'s Bowditch
count of the sums Apparent
and the sum of the Correc
ons reflecting the 10[s] in each
proportional Log of the first Arc

to the proportional Log of the Brow[n]'s Bowditch
then add the Correct of the D. of Altitude
Centre and the tangent of the Corrected
Dist. then seek reflecting the tens in the index
the proportional log of the 2 Arc - - - - -

If the 1st Arc is greater than the 2nd Arc
and the Dist less than 90° the difference of Arcs is
to be subtracted from the Counted Dist.

If the second Arc is greater than the 1st Arc
and the Dist less than 90° the difference of Arcs
to be added to the Corrected Distance

And when the Dist exceeds 90° the sum of
the Arcs is always to be subtracted from the
Counted Distance

North West Lone 8618 lbs
New Zeland Lone 8149 lbs
Bale Twine 27 to 1 Coil Manila rope 8 1/4 inch 153 lbs
5 Kegs White Lead 13 Lbs Each
3 Kegs Black Paint 12 Lbs Each
4 lbs Flour
60 lbs of Iron Paint 1 lb Paint and
1 lb Copal Varnish

~~N. Bedford Shipping Articles~~

ditto main Hatch Fore part and main Hatch
do Fore and main Spencers Fore topmast
~~do~~ Mizzen Topsail Main Topsail

from Shipping Articles
new Foresail and Fore topsail main sail
and main staysail topgallant sail Mizzen Topsail
Jib spanker Fore topmast staysail

from Receipts & Invoices of Clothing
one main topgallant sail Fore sail Spanker
Flying Jib & Jib & topmast Staysail